

Submission 910 (Amanda Arteno, September 20, 2011)

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910-1

17           SPEAKER AMANDA ARTENO: It's okay. Hi, my  
18 name is Amanda. My family has a small business in the  
19 High Sierra mountains. And I just want to say, this is  
20 the worse season we have had 23 years being in  
21 business. Nobody is coming to visit and it's because  
22 people are hurting financially. I think it's a wrong  
23 place, wrong time for the High Speed Project. I don't  
24 think California can afford it. It will decimate farm  
25 lands and I don't think we need it. Amtrak runs at a

Page 71

1 loss. I think California subsidizes Amtrak at about 90  
2 million a year. So we need to not do this.  
3           Thanks for listening.

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Response to Submission 910 (Amanda Arteno, September 20, 2011)

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**910-1**

See MF-Response-GENERAL-14 and See MF-Response-GENERAL-18.

Submission 894 (Oliver Banks, Fresno City Council - District 3, September 20, 2011)

894-1

6 COUNCILMAN BANKS: Good afternoon. Thank you  
7 for coming to Fresno. We certainly appreciate you  
8 taking your time to come here and receive public  
9 comment from our residents. It means a lot.  
10 My name is Oliver Banks. I'm a Fresno City  
11 Council member. I represent District 3.  
12 In case you don't know, the majority of my  
13 district will be impacted by the High Speed Railroad  
14 Project. And I just want to let you know how  
15 supportive I am, as well as my constituents are of this  
16 project, but on a larger level.  
17 So, of course, I believe that this project  
18 will create job growth and job creation and economics  
19 in the Central Valley. But I also believe, too,  
20 there's a larger picture at stake. I believe this will  
21 incent jobs for economic development in this case.  
22 I believe that as we think about the way the  
23 State should grow, as we think about the way our  
24 country should progress when it comes to transportation  
25 issues, air quality issues and commerce issues. This

Page 43

894-1

1 is the direction we need to go.  
2 I have yet -- I've taken some time to  
3 understand this issue a little bit, as far as what High  
4 Speed Rail means, what it doesn't mean, dispelling some  
5 of the myths that accompany it. And I have yet to hear  
6 a valid argument as to why we should not pursue this.  
7 So -- and I've searched long and hard for one.  
8 I'm a pretty open-minded person and tried to  
9 listen to both sides, but other than what I think is no  
10 more than uninformed political rhetoric, I think that  
11 High Speed Rail is a promising, positive impact to the  
12 State of California. And I'm honored that Fresno is  
13 going to be ground zero for what High Speed Rail is in  
14 this nation.  
15 So thank you all for coming.

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Response to Submission 894 (Oliver Banks, Fresno City Council - District 3, September 20, 2011)

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**894-1**

See MF-Response-GENERAL-9.

Submission 907 (Kelly Brooks, September 20, 2011)

907-1

14 SPEAKER BROOKS: Fresno to Bakersfield.  
15 Dr. Kelly Brooks is my name. I have a business on  
16 Ashland, right near 99. And when this project starts  
17 it will tear up my access for patients for quite some  
18 time. So from just a practical standpoint, I would not  
19 like to see it happen because it impacts my business  
20 directly.  
21 I take care of patients all over the State of  
22 California. I do high-tech IV therapy. I feed people  
23 and a lot of patients I take care of are ones  
24 that I have to do personal delivery to. So from that  
25 standpoint, I'm against tearing up from Ashland clear

Page 66

907-2

1 down to the center of the city and destroying the 99  
2 corridor in order to create this High Speed Rail.  
3 The other side of it is that my understanding  
4 is there is no power to run an electric train in  
5 California. We haven't treated any new infrastructure  
6 for trains that run on electricity. And the first  
7 train that will run will be a diesel train, which seems  
8 to me to be kind of an oxymoron if you're trying to go  
9 to a clean energy situation.  
10 The other part of it is, we will end up with a  
11 track from Corcoran and Bakersfield and no train to run  
12 on it that's, in fact, an electric train, because we  
13 won't invest in dams to create the electricity to run  
14 all of this. And we all know that solar power and  
15 others have proven, kind of without a doubt, that  
16 people aren't too interested in spending money in  
17 California, other than giving people loans that they  
18 can go bankrupt with and defraud the people of  
19 California.  
20 So I think what the bottom line for me is, we  
21 have a track to nowhere. Nobody is interested in  
22 building it north of Corcoran or south of Bakersfield.  
23 We have no money, federally, to do that. There's no  
24 will nationally. Every other State has given up this  
25 project. We spent over 650 million to get to -- in ten

Page 67

Submission 907 (Kelly Brooks, September 20, 2011) - Continued

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907-2

1 years of time, to create this hypothetical idea. And  
2 it's time to -- time has come to probably discard this  
3 idea.

4 I would also like not to see our simple Amtrak  
5 service go away. Because I understand that from  
6 Corcoran to Bakersfield we will lose Amtrak because we  
7 now have High Speed Rail. With the very best we will  
8 get to 110 miles an hour during that distance with a  
9 diesel motor pulling the train. So lots of concerns.  
10 Lots of costs at a time when we can't afford it. And  
11 it seems to be a train to nowhere.

12 So thank you for listening.

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## Response to Submission 907 (Kelly Brooks, September 20, 2011)

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### **907-1**

See MF-Response-TRAFFIC-2.

### **907-2**

There will be sufficient electricity to power the HST in the future. An energy analysis was prepared as part of the HST program. As discussed in section 3.6.5.1 of the EIR/EIS, sufficient electricity will be available to serve the system. The full HST system, at full operation, will use approximately 1% of the state's electricity demand (see section 2.2.7).

The HST will be electrically powered (see section 2.2.2). There is no proposal to run diesel trains as part of the project. A diesel locomotive is expected to be used at the HMF for moving rolling stock through the facility for servicing. This engine will not, however, travel out of the HMF yard.

The HST system does not include use of HST track by Amtrak. Amtrak trains (which would not exceed 120 miles per hour in operation and are diesel powered) do not meet the objectives of the project to provide high-speed, electric trains to serve California.

Amtrak will not be discontinued as a result of the action to approve the Merced to Fresno section. The EIR/EIS suggests possible future outcomes that may occur in response to HST service, depending upon separate decisions that would have to be made by Amtrak. For example, existing long-range Amtrak riders would shift to HST service as it becomes available (for example, for Bay Area to Fresno trips). At the same time, the San Joaquin Route could be particularly important as a connecting service during Phase 1 HST operations, prior to the extension to Sacramento. With the introduction of HST service, the Amtrak San Joaquin rail service may be adjusted to function as a feeder service to HST System. (Refer to section 3.2.5.3) However, these are decisions that will not be made until some time after HST service begins and cannot be predicted with accuracy at this time.

Also see MF-Response-GENERAL-11.

Submission 922 (Lynord Chan, September 20, 2011)

922-1

19           SPEAKER CHAN: My name is Lynord Chan. I  
20 just -- you have a program -- you're going to build the  
21 passover on D Street and Tulare Street. There's  
22 another option, you know. You can build the underpass.  
23 You know, if you -- what I am concerned with, if you  
24 put a bypass on the G Street and from to the E Street  
25 you're going to block the whole street of Tulare and

Page 94

922-1

922-2

1 half street. And my building is over there and I have  
2 some on T Street and Tulare street.

3           And by way, if you block the whole street you  
4 lose lot of business. On the other side, you increase  
5 the crime. You know, in that area is a a bad spot of  
6 crime in Fresno. What I am concerned with is the  
7 safety of that area. You know, you put a  
8 passover -- people who live under the passover -- and  
9 the traffic will be bad everywhere and police can be  
10 hard to reach them. That's why.

11           In the nearby, they have a mission. What they  
12 call it? Tent City. They all -- the crime, you know.  
13 If you make another in that area they will increase the  
14 crime, you know. That's why I would like to, you know,  
15 talk about this one. Because in the future, you know,  
16 if it happen like that, that will be a big disaster.

17           And as I hear the news about London, London  
18 already have a problem because there are homeless  
19 people taking over the from the High Speed train, you  
20 know.

21           They make them stop about 60 hours. Some  
22 people in the traffic accidents. That's why I would  
23 like to pay attention on the crime in this area.

24           Thank you.



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## Response to Submission 922 (Lynord Chan, September 20, 2011)

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### **922-1**

Tulare Street underpass and overpass options will be evaluated in the FEIS.

### **922-2**

The HST design would include security monitoring systems and security patrol at stations and heavy maintenance facilities, which would deter criminal acts, facilitate early detection, and would not result in increased demand for police response. The security system features include sensors on perimeter fencing, closed-circuit television, and security lighting where appropriate.

Submission 891 (Rodger Christensen, September 20, 2011)

10           SPEAKER CHRISTENSEN: Hi, my name is Rodger  
11 Christensen. I'm going to talk about the Fresno to  
12 Bakersfield portion. I live in Kingsburg, California  
13 just south of Kingsburg in the Tulare County area. I'm  
14 about 15 miles from the proposed Hanford station and  
15 about two miles from the right away.  
16           Our family is four generations of farmers and  
17 we support the High Speed Rail project. I would like  
18 to be able to drive 15 minutes to Hanford and get on a  
19 train to L.A. that will get me there in less than an  
20 hour and a half to Union Station. Many people believe  
21 that Union Station -- don't understand that L.A. today  
22 is not your father's Los Angeles. Going and being  
23 dropped off at Union Station means what? Having your  
24 family come pick you up or taking a \$40 cab ride.  
25           I lived in Los Angeles for the last 30

Page 37

1 something years and was a transit advocate there.  
2 Today you are arriving at Union Station and a \$1.50  
3 ticket gives you a one-way ticket to Pasadena,  
4 Hollywood, Long Beach, Culver City, all around. Within  
5 three years there will be light rail service to Santa  
6 Monica and San Fernando Valley.  
7           Los Angeles, in the 90s, started a Metro rail.  
8 They went through all this drama from the Randall  
9 O'Tooles and Cato Foundation, the Reason Foundation,  
10 that this was a massive boon doggle. No one would ride  
11 it. The EIRs were flawed and that the agency was  
12 flawed, corrupt, illegal, immoral and fabricated. And  
13 after much scandal, I think most people in Los Angeles  
14 believed the MTA was the ultimate evil.

15           In 2008 the population of Los Angeles County  
16 voted by more than two-thirds to tax themselves another  
17 half sent in order to continue to build more rail.  
18 That's how popular it is. And I think the jaw breaker,  
19 they turned around and saw that it created \$5 billion  
20 of intercity development along the corridor in  
21 Hollywood and in downtown Los Angeles. The only thing  
22 wrong with it is there's not enough of it.

23           I encourage this project. I support in  
24 project. And in Fresno I support the Mariposa option,  
25 I guess for the station. To me that seems the most

Page 38

891-1

Submission 891 (Rodger Christensen, September 20, 2011) - Continued

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891-1 |

1 likely.

2 And thank you for your time.

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Response to Submission 891 (Rodger Christensen, September 20, 2011)

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**891-1**

See MF-Response-GENERAL-9.

Submission 892 (Joseph Cruz, California Alliance for Jobs, September 20, 2011)

892-1

7           SPEAKER CRUZ: Good afternoon. Joseph Cruz on  
8 behalf of the California Alliance for Jobs. I  
9 represent about 2000 contractors and over 100,000 unit  
10 and construction employees doing work throughout  
11 California. And just want to cover a few points in  
12 support of the project:

13           California's growth is predicted to grow by 12  
14 million people in the next 25 years. This population  
15 growth necessitates investment in the State's  
16 transportation system to prevent gridlock on both our  
17 highways and airports. High Speed Rail is the most  
18 cost effective alternative.

19           Recent estimates say that to build new  
20 highways and runways would cost twice as much as  
21 building the High Speed Rail system to move the exact  
22 same number of people. A lot of folks have spoken to  
23 the economic benefits and the job component. I  
24 represent an industry that's 35 percent unemployed  
25 right now. That's more than three times the State's

Page 39

892-1

1 average unemployment. Our guys are trained, skilled,  
2 workforce ready to do work in the Valley on this  
3 project.

4           High Speed Rail is the largest infrastructure  
5 project in the nation. This would create thousands and  
6 thousands of those good paying jobs and get people  
7 going and jump start our nation's economy. It's time  
8 to invest in the Golden State. We're not golden  
9 anymore. We haven't invested in our infrastructure  
10 like we did 50 years ago, and it's time we do it. And  
11 it's time we build a rail system for our next  
12 generation and for decades to come.

13           And lastly, as the organization who took the  
14 lead on passing this measure in 2008, outside of the  
15 Bay Area, Fresno County supported this measure with  
16 55.4 percent. One of the highest county's outside of  
17 the Bay Area.

18           And the person before me spoke about creating  
19 jobs. And can you imagine if our parents and  
20 grandparents decided to dig holes and fill them with  
21 sand or dirt and not build interstate systems, not  
22 build a State water project? We've become the 8th  
23 largest economy in the world because we have this  
24 infrastructure in place.

25           So I ask the folks who are making decisions,

Page 40

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Submission 892 (Joseph Cruz, California Alliance for Jobs, September 20, 2011) - Continued

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892-1

1 to move High Speed Rail, to uphold the will of voters.  
2 Over 6 million people voted in support of High Speed  
3 Rail at the ballot. And I urge the project to move  
4 forward and put people to work.  
5 Thank you.

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Response to Submission 892 (Joseph Cruz, California Alliance for Jobs, September 20, 2011)

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**892-1**

See MF-Response-GENERAL-9.

Submission 906 (Av Daniels, September 20, 2011)

906-1

3           SPEAKER DANIELS: Hello, I'm Av Daniels and  
4 I'm in commercial property -- is my business. And I  
5 can see this High Speed Rail never being finished. And  
6 I think the weeds will grow in the track before they  
7 have enough money to finish it.

906-2

8           I don't think anyone is going to ride it and I  
9 don't think going to Bakersfield is a good idea. It's  
10 going to take 70 miles to slow that train down before  
11 it can even stop in Bakersfield.

906-3

12           We need to improve airfare in Fresno. We need  
13 to improve our freeways. We need to improve our police  
14 department. The money would be better spent in a lot  
15 of ways, other than High Speed Rail that will never be  
16 finished and the valuable farmland it will take away.  
17 And they don't even know the cost of this because they  
18 don't know what that farm land is going to cost.

906-4

19           I was at a meeting where one of the farmers  
20 spoke and he says he has five wells on his property  
21 that all have to be replaced. They said, "We can do  
22 that. That's about \$20,000 a well." He said, "No,  
23 \$80,000 a well."

906-5

24           The people aren't knowledgeable enough. They  
25 don't know what they're getting into, the cost of this.

Page 65

906-5

1 And the meeting I went to, they laid out the maps. I  
2 think it was about three months ago.

3           They said probably we would get money from  
4 China. China already owns the United States. United  
5 States is broke and most of the States are broke,  
6 especially California. And other States had sense  
7 enough to turn this down. So I just can't ever see it  
8 being finished. Improve Amtrak, get more schedules.

9           Thank you.



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## Response to Submission 906 (Av Daniels, September 20, 2011)

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### **906-1**

See MF-Response-GENERAL-18.

### **906-2**

See MF-Response-GENERAL-4

### **906-3**

See MF-Response-GENERAL-4

### **906-4**

See MF-Response-GENERAL-4

### **906-5**

The November 2011 Draft 2012 Business Plan describes the funding plan for the HST system. The system will neither be exclusively a public works project nor will it be a fully privatized system. The partnership between the public and private sectors will evolve as the system develops. Once the Initial Operating Section (IOS) begins to generate cash flow from its operations, the private sector is expected to invest in the system. (Refer to Chapter 5 of the 2012 Business Plan for further details.)

There are, in essence, two ways in which the private sector may assist in the construction and operation of the HST system. Private sector expertise has been used and will continue to be used to help design, engineer/plan, and construct the system. In the early steps, this assistance is being paid for through federal and state funding. Once the IOS enters operation in 2022, and cash flows begin to attract private investment, the role of the private sector can expand to include design, engineering/planning, construction, and operations paid for by the private investors and financed by the proceeds of the HST system.

The cost of the Bay to Basin system (or from San Jose and LA/Anaheim) is currently estimated to be \$54.3 billion, of which roughly \$10.9 billion (about 20% of the total) would be private investment. However, as discussed above, the 2012 Business Plan expects no private investment until 2023. After that point, private investment would become by far the major source of funding to complete the Bay to Basin system. (Refer to Exhibit 8-30 of the 2012 Business Plan for further details.)

Submission 903 (Rick Deming, September 20, 2011)

7           SPEAKER DEMING: Hi. My name is Rick Deming.  
8 I'm a retired State project manager and senior  
9 environmental planner.

10           I got some comments on the -- not just the  
11 plan, but the project itself. My wife and I were first  
12 married up in Seattle area back in the late 70s, early  
13 80s, and they had a group of people like this really  
14 far reaching project that was on a scale at least this  
15 big. And it was going to bring plenty to the Pacific  
16 northwest. They were going to build five power plants  
17 and the power was going to be free. And it was just a  
18 great thing.

19           And people that were on the Board were just as  
20 convinced of it as you were there, right there. And it  
21 was an absolute disaster. And the western Washington,  
22 I think, public power supply system quickly became  
23 known as an "oops." And they put the State in so much  
24 bondage and bought it for so much money and it really  
25 set the whole Pacific northwest back for a decade. And

Page 61

903-1

1 the only thing to finally pull it out was, I think, was  
2 from all the industry that nobody could identify. But  
3 it's a private industry and something that really  
4 created jobs like this gentleman is looking for.

5           You guys -- as I was reading through it, it  
6 still says it is a \$47 billion project. You'll blow  
7 through that in studies.

8           I remember voting for bark when I lived in the  
9 Bay Area and they blew through the budget they had  
10 there before they put any in. And you guys will do the  
11 same thing. It's not a criticism. This is a huge  
12 project. I'm not telling you anything you don't know.

13           And the cost will be incredible. And this  
14 State is -- whatever it is -- 20 something billion in  
15 the hole and federal government is so many trillion  
16 dollars in the hole. And to bond for something this  
17 big, it may or may not be a great project, but there  
18 may be a time in the future when we can do something  
19 like this, but this is not the time.

20           You guys are going to be looking back ten  
21 years from now and saying, "What on earth were we  
22 thinking?" And that's my comment from experience and,  
23 you know, I am a professional EIR writer, so I know  
24 something about that process.

25           Thank you.

Page 62

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Response to Submission 903 (Rick Deming, September 20, 2011)

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**903-1**

See MF-Response-GENERAL-14.

Submission 389 (Vartkais Dermenjian, North Machine Company, September 20, 2011)

Section my comments will address: BOTH Merced to Bakersfield & beyond

Good afternoon, thank you for hearing my comments;

My name is Vartkais Dermenjian

I represent North Machine Company,

A 100-year old company of engineers and manufactures that was established back in 1901  
Currently, the company is in process of moving from Bay Area to Planada CA.

In my presentation I would like to identify and evaluate reasonable alternative that could  
avoid or lessen negative environmental impact of the proposed High-Speed Rail effort,  
Yet maintain an effective means of transportation.

389-1 Multiple stops consume a great deal of **ENERGY** as well as added **WEAR** and **TEAR** on the train  
and its tracks.

**By taking a page from the US Air Force, KC-135 air refuelers,**

Trains can pick up passengers along the way without stopping at various points, similar to who  
the KC-135 enables aircraft to refuel in the air without having to land.

This would be accomplished

By:

- 1 smaller electric sub stations
- 2 wear and tear reduction
- 3 Reduction of travel time to destination, by traveling the Main Super-Train  
without stopping in any sub stations

Start from Sacramento & stop in San Diego California. Or vice versa)

By using American ingenuity and experience in other industries,

Enables this concept to Super-Trains by using existing technologies.

I hope to give me the opportunity to tell you more of this.

Thank you

*Vartkais Dermenjian*

And God Bless America

*P.O. Box 933*

*Belmont, CA 94002-0933*

*(650) 430-6777*

*vartkais@live.com*

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Response to Submission 389 (Vartkais Dermenjian, North Machine Company, September 20, 2011)

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**389-1**

The California HST system is based on proven high-speed train technologies in revenue service operations around the world. Currently, no feasible technology exists for passenger transfer as described in the comment.

Submission 916 (Janie Doak, Doak Development, September 20, 2011)

916-1

10           SPEAKER DOAK: Hello, my name is Janie Doak.  
11 I'm the owner of Doak Development. I'm a building  
12 contractor and property manager for Industrial  
13 Properties.  
14           My first concern is that the affected property  
15 owners, many of them have not been notified.  
16           Oh, I'm sorry. You wanted me to say what part  
17 of the project. My comments are pertaining to the High  
18 Speed Rail Merced to Fresno proposed route, North  
19 Golden State Boulevard from Herndon south to Ashland.  
20           My first concern is that the effected property  
21 owners have not been notified. Most do not fully  
22 understand the impact of the proposed High Speed Rail  
23 route on their properties. Some of them are in denial.  
24 Some doubt it will happen due to financial concerns. I  
25 have personally talked to 18 owners along Golden State  
Page 80

916-1

916-2

1 Boulevard and not one of them has received a notice  
2 that the route was going through their properties.  
3           The second thing is, the Draft EIR shows the  
4 proposed route wiping out numerous businesses along  
5 Golden State Boulevard. The area I am most familiar  
6 with is from Barstow Avenue, north. This encompasses  
7 our safety, T-Mobile, Commercial DNRJ Garcia, JR Loss  
8 and Trucking, Docavich & Son and other international  
9 distribution tenants. It also affects the Ashland's  
10 park development further south, which has even more  
11 international and commercial businesses, Riverside  
12 Nursery and the waste management company, formerly BFI.  
13           Some of these companies are considering  
14 expansion and this plan puts the kibosh on any of their  
15 plans. They can't move forward. They can't make a  
16 decision.  
17           In my opinion, this is a very poor choice for  
18 the location of the High Speed Rail. To move this  
19 number of business I see and demo the buildings would  
20 foolishly add millions to the costs of High Speed Rail.  
21           The end result of cost to our local economy to  
22 relocate this number of businesses would be devastated.  
23 Some businesses would likely close. Many employees  
24 would lose their jobs and the debts the business owners  
25 would incur could put them out of business.

Page 81

Submission 916 (Janie Doak, Doak Development, September 20, 2011) - Continued

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1           Most of the companies -- most of the buildings  
2   are owner occupied and not only well built to last, but  
3   built specific to their uses. It would be difficult to  
4   impossible to find suitable comparable properties.  
5   Yes, commercial building costs are low currently, but  
6   not all buildings fit all users.  
7           That's why these companies built their own  
8   buildings over ten years ago. Some of these buildings  
9   are owned by investors, like myself, who were provided  
10  a much needed product, the warehouse space with docks  
11  close to major freeway. These are nice, well-built  
12  buildings as opposed to cookie cutters. In other  
13  words, they're expensive. They were built with an eye  
14  towards the future, both to help the local economy and  
15  to provide a reasonable return on investment to the  
16  owners.

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Response to Submission 916 (Janie Doak, Doak Development, September 20, 2011)

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**916-1**

See MF-Response-GENERAL-17 and MF-Response-SOCIAL-1.

**916-2**

See MF-Response-SOCIAL-1 and MF-Response-SOCIAL-3.



Submission 886 (Steve Geil, September 20, 2011)

886-1

20           SPEAKER GEIL: I'm Steve Geil. I'm  
21   representing two Steve Geils today; property owner,  
22   citizen of Fresno.  
23           We're going right through two of my properties  
24   and I couldn't be happier. So when you hear about all  
25   the property owners are the neigh Sayers, that's not

Page 26

886-1

1   true. I understand the benefit. I look forward to the  
2   acquisition process. I look forward to working with  
3   the California High Speed Rail Authority. I'm looking  
4   forward to moving the buildings. One I just built last  
5   year. The first Gold Lee building, commercially, in  
6   Fresno. Because it's for my grandkids. What we're  
7   doing with High Speed Rail will more than compensate  
8   for the inconvenience I'm going to have in working with  
9   the High Speed Rail to relocate some tenants and  
10   relocate my buildings.

11           Now I'm Steve Geil, the CEO. You know, we  
12   have an interesting Board. And two years ago -- we  
13   have a board of Democrats, Republicans, Independent,  
14   Libertarians, Tea Party. And we voted unanimously to  
15   support the High Speed Rail system that's being built  
16   in California. And we never waived from that.

17           The other thing that's interesting is, what  
18   you hear is how agriculture is against the High Speed  
19   Rail. I have a copy of this for each of you if you  
20   with like to pass that out. Ryan Jacobson, who is the  
21   executive director of the Fresno Farm Bureau,  
22   representing over 6,000 farmers -- last paragraph in  
23   the article, second page from the back states  
24   "Agriculture is not against High Speed Rail." And it  
25   lists some concerns that we have. But it states that

Page 27

Submission 886 (Steve Geil, September 20, 2011) - Continued

886-1

1 agriculture is not against High Speed Rail.  
2       There are some farmers that it goes through  
3 their property and I understand it's very disruptive.  
4 And I want to make it very clear, even though we  
5 support economic development, we do not want the  
6 farmers that it does go through their property harmed  
7 in anyway, financially. So we are on that and we  
8 support High Speed Rail, but we also want to defend  
9 those farms or businesses that it goes through to make  
10 sure they're treated fairly.  
11       And I studied the format and it has definitely  
12 been written to protect the consumer, the taxpayer, the  
13 land owner, the tenant, the farmer, et cetera. And I  
14 feel it's a very fair system.  
15       How many of you came down from Sacramento on  
16 the panel? Well, if you would have come down a High  
17 Speed Rail it would have taken you 59 minutes instead  
18 of losing a whole day traveling. There is no  
19 airfare -- there is no air service from Fresno, fifth  
20 largest city in California to Sacramento.  
21       So I go down the night before, I have to buy  
22 dinner, I have to get a hotel. I then go to a meeting  
23 and then I drive three more hours back to Fresno.  
24 Kills a whole day of work. Fifty-nine minutes, I have  
25 breakfast at home, I go up on the rail, I get off, have

Page 28

886-1

1 the meeting, get on and come back and have lunch, and  
2 I'm home, back to work. That's the difference in what  
3 this will do economically.  
4       So I look at this High Speed Rail and I  
5 understand the high poverty area in connecting us with  
6 jobs opportunities. I see my grandchildren graduating  
7 from college with no hope of a job, but connecting with  
8 those areas, job opportunities.  
9       And thank you, very much.

---

Response to Submission 886 (Steve Geil, September 20, 2011)

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**886-1**

See MF-Response-GENERAL-9.

Submission 394 (Marine Gonzalez, September 20, 2011)



**CALIFORNIA**  
High-Speed Rail Authority

Comment Card  
Tarjeta de Comentarios

**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)  
**Public Hearings**  
**September 2011**

**La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**  
Proyecto de Informe de Impacto Ambiental/  
Declaración de Impacto Ambiental (EIR/EIS)  
**Audiencias Públicas**  
**Septiembre del 2011**

Please submit your completed comment card at the end of the meeting, or mail to:  
Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

**Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814**

The comment period is from August 28, 2011. Comments must be received postmarked, on or before September 11, 2011.

Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:  
**August 15-October 13**

The comment period is from August 15, 2011. Los comentarios tienen que ser entregados, o matasellados, el o antes del 2011.

Name/Nombre: Marine Gonzalez

Organization/Organización: \_\_\_\_\_

Address/Domicilio: 2305 S Grace Fresno, CA 93726

Phone Number/Número de Teléfono: (559) 966-3856

City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno, Ca 93721

E-mail Address/Correo Electrónico: \_\_\_\_\_

(Use additional pages if needed/Usar paginas adicionales si es necesario)

394-1

I don't want it because I am  
not going to have a place to  
live.



**CALIFORNIA**  
High-Speed Rail Authority



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

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Response to Submission 394 (Marine Gonzalez, September 20, 2011)

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**394-1**

See MF-Response-SOCIAL-1, MF-Response-SOCIAL-2 and MF-Response-GENERAL-10.

Submission 409 (Mr. Loran W. Harding, September 20, 2011)



Comment Card  
Tarjeta de Comentarios

**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)  
**Public Hearings**  
**September 2011**

**La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**  
Proyecto de Informe de Impacto Ambiental/  
Declaración de Impacto Ambiental (EIR/EIS)  
**Audiencias Públicas**  
**Septiembre del 2011**

Please submit your completed comment card at the end of the meeting, or mail to:

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

**Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814**

The comment period is from August 28, 2011. Comments must be received postmarked, on or before September 13, 2011.

Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:  
**August 15-October 13**

El comentario es del 15 de Agosto al 28 de Octubre del 2011. Los comentarios tienen que ser entregados, o matasellados, el o antes del 2011.

Name/Nombre: Mr. Loran W. Harding  
Organization/Organización: \_\_\_\_\_  
Address/Domicilio: 3411 W. Browning Ave.  
Phone Number/Número de Teléfono: \_\_\_\_\_  
City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno Ca 93711  
E-mail Address/Correo Electrónico: \_\_\_\_\_  
(Use additional pages if needed/Usar paginas adicionales si es necesario)

- 409-1 I have read the EIR for Merced to Fresno
- ① The "Screening distances" for noise are too short: Urban/Suburban 350 feet is way too short.
- ② We need more soundwalls in Fresno than the EIR shows. We need them clear south past Shaw Ave.
- 409-2 ③ Dust will be stirred up by HST's. The dust in the Central Valley has pesticides, Valley fever, anthrax, herbicides, arsenic, etc. Dust should be mitigated. A soil analysis should be done for 100 sites from Los Banos to Bakersfield along the HST route and the findings published by CHSRA.
- 409-3 ④ A bypass should be built to the west of Fresno for the express trains.
- Over →

- 409-3 ⑤ The HST's on the SF peninsula will run a maximum of 130 mph. That means they will have to run faster in the Central Valley. The law should be changed so SF to LA can be done in 3 1/2 hours so the trains can run slower in the Central Valley.
- ⑥ The intrusion barrier should run clear through Fresno between the HST's and the UP rail track.
- ⑦ The CHSRA should publish a list of all hazardous cargo carried by the UP and BNSF trains that will run near the HST's & fear derailments by freight trains and subsequent collisions with HST's.

California High-Speed Train  
Fresno to Bakersfield Section



770 L Street, Suite 800  
Sacramento, CA 95814

PLACE  
POSTAGE  
HERE

**Fresno to Bakersfield DEIR/EIS Comment**  
**770 L Street, Suite 800**  
**Sacramento, CA 95814**

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## Response to Submission 409 (Mr. Loran W. Harding, September 20, 2011)

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### **409-1**

See MF-Response-NOISE-7 and MF-Response-NOISE-6.

### **409-2**

See MF-Response-AQ-1 and MF-Response-AGRICULTURE-5.

### **409-3**

Comment 4: The Fresno Western Bypass alternative alignment was eliminated from further consideration. Chapter 2 of the Fresno to Bakersfield EIR/EIS describes the reasons this alignment was eliminated: it would not be consistent with the project purpose and need stated objective of using existing transportation corridors to the maximum extent possible; it would require acquisition of substantially more right-of-way than alternatives that go through Fresno and would therefore have substantially more impacts on environmental resources, including agricultural lands; and it was opposed by both the City and County of Fresno.

Comment 5: The Central Valley is the flattest location within the HST alignment between San Francisco and Los Angeles; as a result, trains are able to achieve their highest speeds throughout the Central Valley portion of the system.

Comment 6: An intrusion wall will be provided in all locations where the centerline of the nearest HST track is less than 100 feet from the UPRR right-of-way.

Comment 7: Per design requirements, intrusion barrier will be provided where centerline of HSR tracks are at a distance of 46.5 to 73.0 ft from centerline of closest freight train (e.g. UPRR). Where the separation between tracks is larger, intrusion barriers are not required and are not provided. Please see Section 2.4.2 of the Final EIR/EIS for more information. See also MF-Response-S&S-4.



Submission 410 (Mr. Loran W. Harding, September 20, 2011)



CALIFORNIA  
High-Speed Rail Authority

Comment Card  
Tarjeta de Comentarios

**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)

**Public Hearings**  
**September 2011**

Please submit your completed comment card at the  
end of the meeting, or mail to:

**Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814**

**La Sección de Fresno a Bakersfield del Tren de Alta**  
**Velocidad** Proyecto de Informe de Impacto Ambiental/  
Declaración de Impacto Ambiental (EIR/EIS)

**Audiencias Públicas**  
**Septiembre del 2011**

Por favor entregue su tarjeta completada al final de la  
reunión, o envíela por correo a la siguiente dirección:

The comment period is from August 15  
28, 2011. Comments must be received el  
postmarked, on or before Septem

Extended comment period for  
Fresno to Bakersfield High-Speed  
Train Draft EIR/EIS:  
**August 15-October 13**

es del 15 de Agosto al 28  
Los comentarios tienen que ser  
te, o matasellados, el o antes  
el 2011.

Name/Nombre: Mr. Loran W. Harding

Organization/Organización:

Address/Domicilio: 3411 W. Browning Ave

Phone Number/Número de Teléfono:

City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno, Ca 93711

E-mail Address/Correo Electrónico: loran.harding@stanfordalumni.org

(Use additional pages if needed/Usar paginas adicionales si es necesario)

410-1

I request that all of the written comments  
I have left at all CHSRA public  
meetings be included in the final  
report.

fresno 4/20/11



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

Comment Card  
Merced to Fresno High-Speed Train Section  
Environmental Review  
Alternatives Analysis Public Meetings  
Spring 2010

4/29/10  
Madera PIM

Please submit your completed comment card at the end of the meeting, or mail to:  
Merced to Fresno HST Environmental Review, 2020 L Street, Suite 300 Sacramento, CA 95814

Name: Loran W. Harding Organization: \_\_\_\_\_

(Optional)  
Address: 3411 W. Browning Ave Phone Number: \_\_\_\_\_

City, State, Zip code: Fresno, Ca 93711 Email address: \_\_\_\_\_

loran.harding@stanfordalumni.org

410-2

I think it is outrageous that  
CHSRA would put the route on  
the UP corridor through Fresno.  
The noise and vibration will  
impact 30,000 homes. HSR  
should run between Fresno and  
Kerman away from homes.



CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
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Administration



Submission 410 (Mr. Loran W. Harding, September 20, 2011) - Continued



4/28/10 Madera PIM  
**Comment Card**  
**Tarjeta de Comentarios**

Merced to Fresno High-Speed Train Section  
Environmental Review  
Public Information Meetings  
Fall 2010  
Tren de Alta Velocidad Sección Merced a Fresno  
Evaluación Medioambiental  
Sesiones Públicas  
Otoño del 2010

Please submit your completed comment card at the end of the meeting, or mail to/ Por favor entregue su tarjeta al final de la reunión, o envíela a una de las siguientes direcciones:  
Merced to Fresno HST Environmental Review, 2020 L Street, Suite 300 Sacramento, CA 95814

Name/ Nombre: Loran W. Harding  
Organization/ Organización: \_\_\_\_\_  
(Optional/ Opcional) 3411 W. Browning Ave  
Address/ Domicilio: \_\_\_\_\_  
Phone number/ Número de teléfono: 559-432-4635

City, State, ZIP code/ Ciudad, estado, código postal: Fresno, Ca 93711  
Email address/ Correo electrónico: loran.harding@stanfordalumni.org

410-3

I feel that HSR should be in a trench through to mitigate noise. The HSR meetings should provide more information about how loud the trains will be. How far from the tracks will the trains be audible? We need this information. Can a train going 220 mph be heard 1/2 mile from the track.



6/2/11 Madera PIM  
**Comment Card**  
**Tarjeta de Comentarios**

Merced to Fresno High-Speed Train Section  
Environmental Review  
Public Information Meetings  
Spring 2011  
Tren de Alta Velocidad Sección Merced a Fresno  
Evaluación Medioambiental  
Sesiones Públicas  
Primavera 2011

Please submit your completed comment card at the end of the meeting, or mail to/ Por favor entregue su tarjeta al final de la reunión, o envíela a una de las siguientes direcciones:  
Merced to Fresno HST Environmental Review, 770 L Street, Suite 800, Sacramento, CA 95814

Name/ Nombre: Loran W. Harding  
Organization/ Organización: \_\_\_\_\_  
(Optional/ Opcional) 3411 W. Browning Ave  
Address/ Domicilio: Fresno, Ca  
Phone Number/ Número de teléfono: (559) 432-4635

City, State, Zip code/ Ciudad, estado, código postal: Fresno, Ca 93711  
Email address/ Correo electrónico: \_\_\_\_\_

410-4

I believe that a bypass should be built to the west of Fresno for the HSR express trains. It will be dangerous to have them running through Fresno in close proximity to the Union Pacific tracks. The U.P. trains carry hazardous cargo. A HSR bypass running west of Fresno might be 18 miles long, 100' ROW, two tracks. Money should be found to do this! It is too dangerous to run 220 mph HSR express trains close to U.P. freight trains, especially in heavily populated Fresno

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## Response to Submission 410 (Mr. Loran W. Harding, September 20, 2011)

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### **410-1**

All comments received during the comment period are included in Volume IV of the EIR/EIS.

### **410-2**

As discussed in Section 3.4 of the EIR/EIS all alternatives would result in noise impacts; however, under all of the alternatives, fewer than 500 residences would experience severe noise impacts in the Fresno area. With mitigation measures implemented, this number would be greatly reduced. See Section 3.4 of the EIR/EIS for more information.

### **410-3**

See MF-Response-NOISE-6 and MF-Response-NOISE-7. N&V-MM#7 in Section 3.4.7.2 of the Final EIR/EIS discusses using trenches as a mitigation measure.

### **410-4**

MF-Response-S&S-4. The Fresno Western Bypass alternative alignment was eliminated from further consideration. Chapter 2 of the Fresno to Bakersfield EIR/EIS describes the reasons this alignment was eliminated: it would not be consistent with the project purpose and need stated objective of using existing transportation corridors to the maximum extent possible; it would require acquisition of substantially more right-of-way than alternatives that go through Fresno and would therefore have substantially more impacts on environmental resources, including agricultural lands; and it was opposed by both the City and County of Fresno.

Submission 898 (Loran Harding, September 20, 2011)

19 SPEAKER HARDING: Thank you. I'm Loran  
20 Harding. I'm a homeowner in northwest Fresno.  
21 Mr. Banks, City Councilman, said it's all he  
22 heard was uninformed political rhetoric. I take great  
23 umbrage at his insulting comment. I've gone to every  
24 meeting held in this valley in the past two and a half  
25 years and I've never seen him at one. If anybody's

Page 50

898-1

898-2

898-3

898-4

1 uninformed it's Mr. Banks and he should be off the City  
2 Council.

3 Okay. I read the complete record and now I'm  
4 into the noise and vibration report. I feel there  
5 should be a bypass around Fresno between Fresno and  
6 Kerman for the express trains only. They will do no  
7 good to us in Fresno. Screening distances for noise,  
8 700 feet urban, 350 suburban, quiet suburban rule 1300  
9 feet.

10 In other words, they're saying don't worry  
11 about if your more than 700 feet from the tracks, noise  
12 like Fresno. That's ridiculous. I live 1200 feet from  
13 DNSF, I hear them all the time. So 700 feet, it should  
14 be more than that, I think. A low number of noise  
15 studies in Fresno, long term, three short term, total  
16 of six noise studies in Fresno, or noise locations they  
17 look at.

18 I would improve the UP tracks through Fresno  
19 to reduce the threat of derailments. Improve the UP  
20 tracks through Fresno where they'll be close to the  
21 high speed tracks.

22 They did a show on NOVA, rebuilding ground  
23 zero. For one world trade center they did a security  
24 review. They studied the effect of truck bombs at  
25 various location around that new building. I think a

Page 51

Submission 898 (Loran Harding, September 20, 2011) - Continued

898-4 | 1 security review should be done for High Speed Rail  
2 looking at potential for truck bombs at various  
3 locations.

898-5 | 4 Sound walls, I say not enough sound walls  
5 through Fresno, north and south of the Herndon Canal.  
6 I would say bring them south from the Herndon Canal,  
7 south of Shaw. I think we need that noise there to  
8 radiate to the northeast to a lot of homes up there,  
9 north the canal. Choose quiet trains, when they get  
10 into buying the trains.

898-6 | 11 Dust, Joe Leavy over here -- I don't think  
12 he'll mind me telling you -- from Gottschalk's, he was  
13 on the California Transportation Commission for eight  
14 years -- for two years, he knows something about  
15 transportation issues. He called me this morning and  
16 talked for an hour. He worried a lot about dust being  
17 stirred up by these trains, and the more he talks about  
18 that, the more I get that.

19 For 150 years we've been putting pesticides  
20 and herbicides on the land here, arsenic. There's  
21 anthrax in the soil. There's valley fever in the soil.  
22 And I think we should look at mitigating the stirring  
23 up of dust as the trains go by. That should be studied  
24 and looked at. And I think a study should be done, a  
25 soil analysis of a hundred locations between Los Banos

Page 52

898-6 | 1 and Bakersfield along the High Speed routes to see  
2 what's in that soil. And then mitigate the dust --

3 THE FACILITATOR: Your time --

4 SPEAKER HARDING: That's it? Okay. Thank  
5 you.

---

## Response to Submission 898 (Loran Harding, September 20, 2011)

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### **898-1**

A western bypass around Fresno was considered and eliminated as part of the alternatives analysis process for the Fresno to Bakersfield HST Project EIR/EIS. Chapter 2 of the Fresno to Bakersfield HST Project EIR/EIS provides more information about the alternatives analysis process conducted for that HST section.

### **898-2**

See MF-Response-NOISE-7 and MF-Response-NOISE-3.

### **898-3**

The Authority does not have authority to require improvements to the UPRR tracks. See MF-Response-S&S-4.

### **898-4**

See MF-Response-S&S-8.

### **898-5**

See MF-Response-NOISE-6

### **898-6**

See MF-Response-AQ-1.

Submission 918 (No Name Herman, September 20, 2011)

17           SPEAKER HERMAN: Hi, I want to thank everybody  
18 here today for the time you're spending last weekend,  
19 this week, hearing the public on the EIR. Actually,  
20 more about what I want to hear from people, I guess, is  
21 specific to the EIR. I guess it's just a lot of pros  
22 and cons, but nobody is really getting into the details  
23 of the document.  
24           And so I want to get into a few details and  
25 broader stuff. The details of the document itself, I

Page 84

918-1

1 believe that the choice to build along the corridor is  
2 the correct choice for multitudes of reasons. The cost  
3 of building on Highway 99, people have mentioned here  
4 today, is extraordinarily more than building it at  
5 grade next to the corridor. It's not even a  
6 comparison. It would be billions of dollars more. If  
7 we want to build on I-5, all the Valley cities would  
8 get access to High Speed Rail. I believe that the  
9 choice is clear and the alignment is the best choice.

918-2

10           Talking about transportation and energy, today  
11 the United States imports 85 million barrels of oil in  
12 one day. In less than two weeks, that's one billion  
13 barrels of oil. Clearly, we are addicted to oil. And  
14 we're doing nothing to proactively calm this addiction  
15 down. High Speed Rail is a clear proactive  
16 transportation mode that will get us to have better air  
17 pollution -- or bring down air pollution in the Valley,  
18 be more energy sufficient. High Speed Rail is the  
19 third most efficient mode of transportation ever  
20 invented behind the bicycle and walking. It's clear  
21 that High Speed Rail should be built in California.

22           And the last thing I want to say is gasoline  
23 prices today are over \$4 a gallon. They drop down to  
24 250, then rise back up. And we see what it does to the  
25 economy. It slows the economy down. It brings it to a

Page 85

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Submission 918 (No Name Herman, September 20, 2011) - Continued

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918-2

1 crippling halt. Every time gas is risen the economy is  
2 shuttered. So clearly the time is now to build High  
3 Speed Rail, especially with the future we see in our  
4 energy demands. Thank you.

---

Response to Submission 918 (No Name Herman, September 20, 2011)

---

**918-1**

See MF-Response-GENERAL-2.

**918-2**

See MF-Response-GENERAL-9.



Submission 463 (Jaqueline S. Heupel, September 28, 2011)



CALIFORNIA  
High-Speed Rail Authority

Comment Card  
Tarjeta de Comentarios

Merced to Fresno High-Speed Train Section  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS) –  
Public Hearings  
September 2011

Tren de Alta Velocidad Sección Merced a Fresno  
Anteproyecto del Informe de Impacto  
Medioambiental/Declaración de Impacto  
Medioambiental (EIR/EIS) - Audiencias Públicas  
Septiembre 2011

Please submit your completed comment card at the  
end of the meeting, or mail to:  
Por favor entregue su tarjeta al final de la reunión, o  
envíela a una de las siguientes direcciones:

Merced to Fresno HST Environmental Review, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period on the Draft EIR/EIS begins  
August 15, 2011 and ends September 28, 2011.  
Comments received after 5:00 p.m. on September  
28, 2011 will not be addressed in the Final EIR/EIS.

El período a hacer comentarios empieza a 15 de  
agosto y termina a 28 de septiembre. Comentarios  
recibidos después de 5:00 p.m. a 28 de septiembre  
no se responderá en el EIR/EIS final.

Name/  
Nombre: Jacqueline S. Heupel

Organization/  
Organización: N/A

(Optional/Opcional)  
Address/Domicilio: 2480 S. Burchell Ave

Phone Number/  
Número de teléfono: 209-389-4498

City, State, Zip code/ Le Grand, CA.  
Ciudad, estado, código postal: 95333

Email address/  
Correo electrónico: jakecheupel@aol.com

463-1

After listening to the presentation given  
on August 24<sup>th</sup>, 2011, in Le Grand, CA. I  
thought I would share some of my comments.  
My main concern is that ~~one~~ two of  
your proposed routes are cutting right  
through OUR PROPERTY! Call me  
selfish, as we should be, because we  
have a farming operation that will  
be dismantled because of your  
railway. If this railway goes through

463-1

mine, or any other property owner's  
land, you will be destroying the  
opportunity for future generations to  
continue farming.



CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
Federal Railroad  
Administration

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Response to Submission 463 (Jaqueline S. Heupel, September 28, 2011)

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**463-1**

See MF-Response-GENERAL-14.

Submission 464 (Scott Heupel, September 28, 2011)

09-28-11P03:04 RCVD



CALIFORNIA  
High-Speed Rail Authority

Comment Card  
Tarjeta de Comentarios

Merced to Fresno High-Speed Train Section  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS) –  
Public Hearings  
September 2011

Tren de Alta Velocidad Sección Merced a Fresno  
Anteproyecto del Informe de Impacto  
Medioambiental/Declaración de Impacto  
Medioambiental (EIR/EIS) - Audiencias Públicas  
Septiembre 2011

Please submit your completed comment card at the  
end of the meeting, or mail to:

Por favor entregue su tarjeta al final de la reunión, o  
envíela a una de las siguientes direcciones:

Merced to Fresno HST Environmental Review, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period on the Draft EIR/EIS begins  
August 15, 2011 and ends September 28, 2011.  
Comments received after 5:00 p.m. on September  
28, 2011 will not be addressed in the Final EIR/EIS.

El periodo a hacer comentarios empieza a 15 de  
agosto y termina a 28 de septiembre. Comentarios  
reciben después de 5:00 p.m. a 28 de septiembre  
no se responderá en el EIR/EIS final.

Name/  
Nombre: Scott Heupel

Organization/  
Organización: N/A

(Optional/Opcional)  
Address/Domicilio: 2480 S. Burchell Ave

Phone Number/  
Número de teléfono: 209 389 4493

City, State, Zip code/ Le Grand, CA  
Ciudad, estado, código postal: 95333

Email address/  
Correo electrónico: scottheupel@sprint.  
blackberry.net

464-1

After attending a public meeting on  
August 24, 2011, in Le Grand, CA, I felt  
the need to comment on how the high-  
speed rail project would impact me and  
others. Why ruin thousands of family  
farms for something we can surely not  
afford in this state. Questions about  
the environmental impacts of wind,  
dust, and noise were not important to  
the people that I asked. The reply

464-1

464-2

was, "It shouldn't be a problem."  
What if it is? Another concern I have  
is the overpass crossings that are  
planned to go through every intersection.  
The impact of the overpasses is surely  
not completely thought out; with  
devastating effects to the owners of the  
area.

464-3

My last concern with this project  
is that two routes travel only  
two hundred feet from my business  
and livelihood. I am a farmer who  
depends on this land to survive and  
continue feeding California. The impact  
of the route cutting through at a forty-  
five degree angle, slicing everything up  
that my family and I have worked for  
is UNACCEPTABLE!



CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
Federal Railroad  
Administration

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## Response to Submission 464 (Scott Heupel, September 28, 2011)

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### **464-1**

See MF-Response-GENERAL-14 and See MF-Response-AIR QUALITY-1.

### **464-2**

See MF-Response-TRAFFIC-2. Overpasses (grade separations) are spaced 1-2 miles apart and are needed to maintain traffic flow, provide access to schools, and minimize emergency vehicle response times. Also, grade separations are designed using the recommended maximum grade of 4%. These grades would work for farm equipment/truck traffic.

### **464-3**

MF-Response-GENERAL-4 and MF-Response-AGRICULTURE-2.

Submission 395 (Jan Hunt, Tea Party for Fiscal Responsibility, September 20, 2011)



**CALIFORNIA**  
High-Speed Rail Authority

Comment Card  
Tarjeta de Comentarios

**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)  
**Public Hearings**  
**September 2011**

**La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**  
Proyecto de Informe de Impacto Ambiental/  
Declaración de Impacto Ambiental (EIR/EIS)  
**Audiencias Públicas**  
**Septiembre del 2011**

Please submit your completed comment card at the end of the meeting, or mail to:

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

**Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814**

The comment period is from Aug 28, 2011. Comments must be received postmarked, on or before September 13, 2011.

Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:  
**August 15-October 13**

El comentario es del 15 de Agosto al 28 de Octubre del 2011. Los comentarios tienen que ser recibidos postmarked, o matasellados, el o antes del 13 de Octubre del 2011.

Name/Nombre: JAN Hunt  
Organization/Organización: Tea Party for fiscal responsibility  
Address/Domicilio: Kerman, CA 93630  
Phone Number/Número de Teléfono: \_\_\_\_\_  
City, State, Zip Code/Ciudad, Estado, Código Postal: CA

E-mail Address/Correo Electrónico: \_\_\_\_\_  
(Use additional pages if needed/Usar paginas adicionales si es necesario)

395-1

The pollution in this valley is multiplied  
by San Francisco area & blows into  
this valley. Money is being made by  
someone for the taxpayer to fund  
this rail to no where!!!



**CALIFORNIA**  
High-Speed Rail Authority



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

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Response to Submission 395 (Jan Hunt, Tea Party for Fiscal Responsibility, September 20, 2011)

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**395-1**

See MF-Response-GENERAL-14.

Submission 896 (No Name Hutson, September 20, 2011)

16           SPEAKER HUTSON: Thank you. Finally, my turn.  
17 Welcome to Fresno.  
18           I might say a few things about my community to  
19 some of you that don't understand or haven't been here  
20 before. The Brookings institute out of Washington DC  
21 has labeled us, Fresno County, has the highest pockets  
22 of poverty in the nation. There's less doctors per  
23 thousand in Madera than there is in any place in  
24 Appalachia. There's more food stamps in Tulare given  
25 out than any place in West Virginia.

Page 46

896-1

1           The issue here is jobs. I am the financial  
2 secretary and executive officer in the Building and  
3 Construction trades for the Fresno, Madera and Kings  
4 County. We have poverty levels above 40, unemployment  
5 levels above 40 percent in our area.

6           I'm also on the Board of Directors for the  
7 Marjorie Mason Center for domestic violence. And as we  
8 see no jobs we then lose our self sense of worth. We  
9 see our domestic violence levels become highest in the  
10 State because of no jobs.

11          I think that folks need to understand that  
12 what we're doing here is change. And the change for  
13 the Valley. A quote by Charles Darwin; he said, "It's  
14 not the strong that survive, nor the most intelligent  
15 that survive. It's those that are most able to embrace  
16 change." And High Speed Rail is going to change things  
17 in the Valley and it's going to create those jobs.  
18 There's no more important issue than that.

19          I heard that gentleman come up here earlier  
20 and talk about peeing in a punch bowl. It reminded me  
21 of a quote my father used to give to me from Will  
22 Rogers. He said, "Men learn three ways. Some men  
23 learn by reading, and some men learn by observation,  
24 and other men must piss on an electric fence."

25          I think what we have here with the arguments

Page 47



Submission 896 (No Name Hutson, September 20, 2011) - Continued

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896-1

1 against High Speed Rail, is that fence is getting more  
2 and more voltage to it because all this is going to do  
3 is create economic opportunities and jobs for folks in  
4 the Valley.

5 I can't tell you how much we support this and  
6 how much I support it. And I thank each and every one  
7 of you for your time on this. I appreciate it very  
8 much. Thank you.



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Response to Submission 896 (No Name Hutson, September 20, 2011)

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**896-1**

See MF-Response-GENERAL-9.

Submission 399 (Carole Jacoby, September 20, 2011)



**CALIFORNIA**  
High-Speed Rail Authority

Fresno 9/20/11

Comment Card  
Tarjeta de Comentarios

**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)  
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El comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 15 de Octubre del 2011.

Name/Nombre: Carole Jacoby  
Organization/Organización: REAL ESTATE Broker  
Address/Domicilio: 6354 N. Blvd ST. FRESNO, CA 93710  
Phone Number/Número de Teléfono: 559-448-0200  
City, State, Zip Code/Ciudad, Estado, Código Postal: FRESNO, CA 93710  
E-mail Address/Correo Electrónico: CAROLE@CAROLEJACOBY.COM  
(Use additional pages if needed/Usar paginas adicionales si es necesario)

399-2

High Speed Rail will DESTROY Fresno City  
County and the STATE

the Rail will stop in Bakersfield EXACTLY  
Like Amtrak. To MAINTAIN High Speed, TRAIN  
will need to stop.

399-3

DESTROY our rich FARMLANDS, HOMES,  
Businesses - COST will be prohibitive  
And we TAXPAYERS will pick up the  
Expense of the RAIL (Ghost Rail)

399-2

Someone should be SMART enough  
to figure this out, STOP IT -  
Send Money BACK TO WASHINGTON  
to Reduce the over 400 billion  
Debt.



**CALIFORNIA**  
High-Speed Rail Authority



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

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## Response to Submission 399 (Carole Jacoby, September 20, 2011)

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### **399-3**

See MF-Response-GENERAL-14 and MF-Response-GENERAL-4.

### **399-2**

See MF-Response-GENERAL-14 and MF-Response-GENERAL-4.

### **399-1**

See MF-Response-GENERAL-14 and MF-Response-GENERAL-4.

Submission 905 (No Name Jacoby, September 20, 2011)

24           SPEAKER JACOBY: Well, everyday is another  
25 frenzy day, worried about this High Speed Rail. And

Page 63

905-1

1 I'm a real estate broker and very concerned about all  
2 building and all sales and developing California. And  
3 it's just infuriating to see that some people, with no  
4 vested interest, don't care about running a railroad  
5 through the -- through California and destroying farms,  
6 destroying businesses, destroying people's lives.

7 I'm, of course, in contact with a lot of  
8 people all the time. I talk to everybody about it.  
9 Every single person I speak with say they will not ever  
10 get on the rail. And that's many people.

11 So I don't know why we're building -- we're  
12 coming out in this economy when we don't have the  
13 money. When the State, the city, the county, the  
14 federal -- nobody has money, but we're going to do  
15 this. It's just a disaster.

16 I see it as being a ghost rail that -- you  
17 know, I won't be here forever, but my kids, my  
18 grandkids will be. And I'm just furious that this  
19 would even be considered at this point in time. If we  
20 had billions and trillions of dollars to throw away,  
21 okay, then do it, but we don't and it's not going to  
22 create that many long lasting jobs.

23 So I'd appreciate it if everybody would take a  
24 common sense approach, use simple logic and critical  
25 thinking before they rush in and start this.

Page 64

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Response to Submission 905 (No Name Jacoby, September 20, 2011)

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**905-1**

See MF-Response-GENERAL-14.

Submission 902 (Arthur James, Local 559, September 20, 2011)

17           SPEAKER JAMES: First of all, I would like to  
18 apologize for the outburst. But I'm just a normal  
19 human being like everybody else. And I'm in the  
20 economy with the rest of you guys. And I like to eat  
21 dinner with my wife and kids at night.

22           My name is Arthur James. I'm a brother from  
23 the Local 559. And it's just rough out here, man. It  
24 is. And to be honest with you, man, I appreciate you  
25 guys bringing the High Speed Rail here. I support it.

Page 59

902-1

1 I didn't even know anything about it until this  
2 morning.

3           You know, my BA mentioned it. We need to come  
4 down here and support, and I am willing to do that.  
5 You know, like I said, I am a human being and I am a  
6 concerned citizen of Fresno, California.

7           You know, being out of work for such a long  
8 time, it gets rough, you know. And I know you guys  
9 heard all the economy stuff already and I'm not even  
10 going to -- but, you know, the rail is going to create  
11 a job for me and my brother iron workers. I know a  
12 bunch that aren't even on the list. They can't go to  
13 work anymore. There's nothing out here, you know.

14           And I'm down for the positivity. Anything  
15 that's going to create and help someone else in the  
16 long run, I think I need to support that, you know.  
17 Whether I get work out of this or not, I could care  
18 less, but I do appreciate what you guys are doing  
19 basically.

20           You know, I -- I know I've got plenty of time,  
21 but I don't know what else to say, man. I'm just  
22 trying to keep it real, man. I like to go to work and  
23 when there's no work I can't pay for no insurance, I  
24 can't take care of my kids and I can't do anything.  
25 You know what I mean? It's -- I don't want to be a bum

Page 60

Submission 902 (Arthur James, Local 559, September 20, 2011) - Continued

---

1 out there digging in the trash for cans and plastic,  
2 but I will do it if I have to.  
3 I just want to thank you guys for this  
4 initiative and I appreciate you guys bringing the work  
5 here so we can get something to do. Thank you.

---

Response to Submission 902 (Arthur James, Local 559, September 20, 2011)

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**902-1**

See MF-Response-GENERAL-9.



Submission 897 (Gary Lasky, Sierra Club, September 20, 2011)

897-1

17           SPEAKER LASKY: My name is Gary Lasky. I  
18 represent the Sierra Club California and I live in  
19 Fresno. And I'm commenting on both segments of the  
20 project.  
21           This club has been, from the beginning,  
22 supporting High Speed Rail. We really want to see  
23 automobiles taken off the road. And if we can reduce  
24 our impacts on the air quality problem of the San  
25 Joaquin Valley, we would be delighted. The air quality

Page 48

897-1

1 impacts -- Elizabeth Johnson isn't here from the  
2 Coalition of Clean Air.  
3           And I wanted to add a point -- she had to take  
4 off for her class -- we know that air quality kills  
5 more people in this San Joaquin Valley than guns do.  
6 It is a really serious problem. And it's not just that  
7 one-third of our kids in Fresno County have asthma,  
8 it's also at that we know that people have not -- are  
9 unwilling to move to the San Joaquin Valley with their  
10 families if they have small children because the kids  
11 are particularly vulnerable to air quality problems.  
12           And this is a devastating economic impact that  
13 has been impacted, but we head from physicians and  
14 others. I know recently a friend of mine had to hire a  
15 faculty at the University. It was difficult. I just  
16 want to mention that air quality is something we need  
17 to improve.  
18           High Speed Rail is a good way to do this, but  
19 we need to know the net impact of the environment of  
20 this project. And when we heard the 2005 EIR for the  
21 program, it said it will take cars off the road. And  
22 that makes sense, but now we're hearing that there  
23 could be growth inducing impacts with people wanting to  
24 move into the San Joaquin Valley, build housing here.  
25 Because it will be effectively -- they can commute to

Page 49

Submission 897 (Gary Lasky, Sierra Club, September 20, 2011) - Continued

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897-1

1 other cities. And we welcome that, but we don't  
2 welcome the impacts on the air quality and the local  
3 traffic. We need to know more.

897-2

4 So non-environmental working organizations  
5 have recently presented a letter to you requesting an  
6 extension of the public comment time into February.  
7 And I want to make this very clear, we do not want to  
8 kill this project, we support this project. But we all  
9 have to be responsible for stating the positive, and we  
10 need a little more time to be able to know those  
11 impacts on the environment, on the environmental  
12 justice issues on the city and farms. And we know what  
13 pressure you're under from Washington and we really  
14 respect that.

15 We want to thank you for the work you do and  
16 for making this project work and doing it the right  
17 way. Thank you.

---

Response to Submission 897 (Gary Lasky, Sierra Club, September 20, 2011)

---

**897-1**

See MF-Response-AQ-5.

**897-2**

See MF-Response-GENERAL-7.

Submission 893 (Harry Mickalian, September 20, 2011)

893-1

6           SPEAKER MICKALIAN: Good afternoon. My name  
7 is Harry Mickalian and I am just a citizen with a lot  
8 of questions.  
9           I'm for High Speed Rail, but I thought there  
10 would be a more informative presentation today. Is  
11 there going to be one? Are we going to get any  
12 questions answered? For instance, what's going to be  
13 the cost of this whole thing? In other words, we have  
14 the stimulus to start it, but where is the rest of the  
15 money coming from and how long would it be before  
16 construction begins? How long would it take before  
17 it's completed for each section? In other words, you  
18 have the Fresno to Bakersfield, how long will that  
19 take? How about Fresno to Merced? How long will that  
20 take? And what year are we supposed to reach L.A. or  
21 San Francisco or Sacramento?  
22           And I think the public should know how long  
23 it's going to take to do this and how much it is going  
24 to cost. He said -- nowhere in here does it say  
25 anything about these things. It does say that you're

Page 41

893-1

1 going to save California a hundred billion in  
2 improvements on the freeway and so forth, but people  
3 are still going to use the freeways. And the freeways  
4 are very dangerous right now with all these trucks  
5 taking at least two lanes. And we only have two lanes  
6 many times throughout Highway 99. So I think we need  
7 to tend to both of these things. But you should  
8 address some of these questions about how long it's  
9 going to take and how much it's really going to cost.  
10           Thank you.

---

Response to Submission 893 (Harry Mickalian, September 20, 2011)

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**893-1**

See MF-Response-GENERAL-6 and MF-Response-GENERAL-18.

Submission 889 (Baldwin Moy, California Rural Legal Assistance, September 20, 2011)

17           SPEAKER MOY: Good afternoon. Baldwin Moy  
18 with California Rural Legal Assistance. I've addressed  
19 this body previously, but I think the points are  
20 important enough for me to kind of repeat some of them.

21           We represent the justice communities, the  
22 protected communities of low income, farm workers,  
23 minority and native Americans. That covers the entire  
24 route of this phase of the High Speed Rail.

25           Previously I had mentioned about the external

Page 32

889-1

1 on the economics of this project. And once again, to  
2 kind of address the indirect impacts that were,  
3 although acknowledged in the report, but there was  
4 complete silence in terms of the mitigated measures  
5 being proposed.

6           The report acknowledges that the front of the  
7 negative environmental impact is born by these  
8 protected communities, but yet makes no effort in terms  
9 of proposing any kind of mitigated measures whatsoever.  
10 The narrative of this project has been economic  
11 prosperity, but there can't be economic prosperity  
12 without economic equity.

13           In fact, this project if not properly planned,  
14 would actually have the effect of widening the poverty  
15 gap, so that this project becomes that proverbial will  
16 that kind of separates communities; the body from the  
17 haves and the have nots. Notion about the rising tide,  
18 raising our boats, doesn't apply to these protected  
19 communities because they're more at the bottom. We  
20 talk about often having jobs, businesses, new  
21 construction, once again it doesn't include these  
22 protected communities. In fact, not only is there no  
23 pathway to kind of access the economic prosperity, but  
24 in fact makes them more (inaudible) than where they are  
25 currently.

Page 33

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## Response to Submission 889 (Baldwin Moy, California Rural Legal Assistance, September 20, 2011)

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### **889-1**

See MF-Response-GENERAL-19 and MF-Response-GENERAL-17. In addition, mitigation measure SO-MM#5 in Section 3.12.7, Socioeconomics, Communities, and Environmental Justice, calls for continued outreach to disproportionately and adversely affected environmental justice communities, regarding the development of training and programs that will allow minority and low-income populations to benefit from the jobs created by the HST project.

Submission 904 (No Name Munoz, September 20, 2011)

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904-1

10           SPEAKER MUNOZ: Thank you. It's Munoz.  
11   Anyway. Ladies and gentlemen, thank you for having us.  
12           I don't have that much to say either, except I  
13   think it's going to be great for the Valley. Of  
14   course, history, it's never a good time without  
15   pioneers going out there, taking that risk, moving  
16   everybody ahead, you know.  
17           The Valley needs this. It's a great number of  
18   jobs, feed lots of families, bring people together here  
19   in the Valley. That's going to be a great thing for  
20   the Valley and we're glad it's here.  
21           I just want to keep it short and sweet, but  
22   thank you.



---

Response to Submission 904 (No Name Munoz, September 20, 2011)

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**904-1**

See MF-Response-GENERAL-9.

Submission 900 (Jay Patel, Holiday Hotel, September 20, 2011)

900-1

8 SPEAKER PATEL: Good evening. My name is Jay  
9 Patel from 1407 North Golden State Boulevard. My  
10 parents own Holiday Hotel, parcel no. 45028002, and I'm  
11 also representing other hotel leaders that are in the  
12 back today, such as Flamingo Hotel -- or motel, I  
13 should say.

14 And first of all, I'm not opposing or agreeing  
15 to this project. I haven't done my calculation about  
16 this project, however, we have our own calculation  
17 about our hotels. From our research, this project does  
18 involve our property and it does affect it.

19 We also live there and manage that property,  
20 or managing the property for ten years or more. And  
21 roughly Fresno occupants takes about 60 percent in all  
22 the hotels. Now, from that 60 percent, the other 40  
23 percent are vacant hotel rooms. Now, wouldn't you want  
24 to -- or wouldn't you guys want to stay at the other 40  
25 percent that are vacant instead of sleeping right

Page 55

900-1

1 across from the railroad tracks? Matter of fact, two  
2 railroad tracks. That's one point to be heard.

3 And, also, the value of the property should go  
4 down as well because of future occupancy forecast.

5 And the last thing, if the High Speed  
6 Authority does come to our -- let me give you an  
7 example, let's say I'm from housing -- or not housing,  
8 High Speed Rail Authority comes to your house knocking,  
9 demanding that this -- demanding to implement this  
10 project in front of your house, how would you take it?  
11 How would you take it and how would you sleep in front  
12 of two railway tracks?

13 So I do believe as the hotel owners, we have a  
14 right not to separate or split the parcels in half.  
15 And that's it.

16 And I would like to it thank you guys for  
17 giving us the opportunity.

---

Response to Submission 900 (Jay Patel, Holiday Hotel, September 20, 2011)

---

**900-1**

See MF-Response-SOCIAL-2 and MF-Response-GENERAL-10.

Submission 885 (John Prichard, September 20, 2011)

885-1

13           SPEAKER PRICHARD: Hi, my name is John  
14 Prichard. I'm with the operating engineers and work in  
15 the construction industry.

16           We need High Speed Rail to move forward now.  
17 The time of this project couldn't be better. We have  
18 some of the highest unemployment rates in the nation  
19 right here in the Central Valley, as we've already  
20 heard. Our families are hurting. The High Speed Rail  
21 Project is the only big job generator in the works  
22 right now. Given our dire situation, this project is a  
23 gift to the Central Valley.

24           We already have over 6 billion in hand to  
25 begin construction right here in the Central Valley.

Page 25

885-1

1 It will produce 100,000 jobs. The economic growth from  
2 the increase access that the High Speed Rail will  
3 provide will lead to over 400,000 permanent jobs in the  
4 Central Valley, economically, to the Bay Area,  
5 Sacramento and Los Angeles.

6           High Speed Rail will also greatly improve our  
7 transportation system by relieving congestion on  
8 Highway 99, I-5 and eliminating the need for costly  
9 flights from the Central Valley as already been stated,  
10 and dramatically speed up the rail service.

11           So based on all these benefits, I strongly  
12 urge support of the High Speed Rail Project and urge  
13 you to move forward with the project. We also urge you  
14 to work with folks to resolve any issues that may arise  
15 as part of the EIR/EIS to insure concerns are  
16 addressed. Let's get started.

17           Thanks.

---

Response to Submission 885 (John Prichard, September 20, 2011)

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**885-1**

MF-Response-GENERAL-9

Submission 883 (Marie Helena Ramirez, September 20, 2011)

883-1

17           SPEAKER RAMIREZ: Hello everybody. My name is  
18 Marie Helena Ramirez. I'm concerned about the Fresno  
19 to Bakersfield.  
20           And I'm just a regular resident of Fresno. I  
21 came to California from Louisiana in 1980. I was 17  
22 years old. Fresno was the first place that I came  
23 because my dad traveled. He was a truck driver.  
24           And after that I kept doing things that would  
25 get me in trouble, or whatever, and I kept trying to

Page 22

883-1

1 move away. And every time I would move away I'd find  
2 myself coming back. So I decided the way that Fresno  
3 embraced me, whether I did wrong things or right  
4 things, that this is my home.  
5           And now I own my home. I'm paying for a home.  
6 And to bring the High Speed Rail here would be  
7 excellent because we do need jobs.  
8           And I brought my resume. And I brought, you  
9 know, letters of recommendation. I'm ready to start  
10 today if you give me a chance.  
11           So I wanted to let you know it would be a  
12 great opportunity for me and a lot of other residents  
13 who actually need some work, who are determined to  
14 work. And it's really hard right now.  
15           So thank you.

---

Response to Submission 883 (Marie Helena Ramirez, September 20, 2011)

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**883-1**

MF-Response-GENERAL-9

MF-Response-GENERAL-19

Submission 921 (Cynthia Sterling, San Joaquin Management and Construction Group, LLC,  
September 20, 2011)

921-1

4           SPEAKER STERLING: Good evening to everyone.  
5   I'm Cynthia Sterling -- it's very loud -- former member  
6   of the Fresno City Council; and this is my district.  
7   And I was a part of the actual ground zero -- the day  
8   we actually, I would say broke tract to get ready for  
9   the High Speed Rail Project.  
10          I'm here today as a member of the San Joaquin  
11   Management and Construction Group, Limited Liability  
12   Corporation. And our concern is that people of all  
13   various communities, stake holders, business people be  
14   informed of what the process is going to be.  
15          We realize that this is a very large, a very  
16   huge project that's going to require -- it's a lot of  
17   work. And putting together the Environmental Impact  
18   Report, the study in itself is long. And we realize  
19   it's been a long and a very hectic process. However,  
20   in trying to get the information out to the community  
21   about how this is going to impact them -- first of all,  
22   from August through October is a short period of time.  
23   We would love to have seen this extended, but if it's  
24   not going to be extended, then we think that you need  
25   to triple, maybe quadruple your staff.

Page 92

921-1

1           Make sure that there are a number of people  
2   who look like the community, that speak like the  
3   community and are informed to be able to bring back  
4   information that's going to be pertinent to those that  
5   are going to be affected.  
6          There should not be this much controversy on a  
7   project that is going to affect the entire nation. We  
8   are probably the largest State with the highest  
9   unemployment in the nation, but yet we have some of the  
10   most controversial issues facing this project because I  
11   feel that the Authority, in itself, did not take the  
12   time to reach out to the community as it should have  
13   and engage them so that they would have had ownership  
14   and buy into it. I believe that's the problem that  
15   we're facing now.  
16          I believe that we need to have a longer time  
17   period, more meetings and have solutions to those that  
18   are going to be affected. For example, some of the  
19   communities that are living in some poor neighborhoods,  
20   low-income neighborhoods, what's going to happen with  
21   them when the rail goes through their communities?  
22   How are they going to know about relocation, other  
23   housing opportunities? Have there been engagement with  
24   other entities, such as the Economic Opportunity  
25   Commission, the Housing Authority? Are they going to

Page 93



Submission 921 (Cynthia Sterling, San Joaquin Management and Construction Group, LLC,  
September 20, 2011) - Continued

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921-1  
921-2

1 be engaged in order to help facilitate these types of  
2 moves? What are we doing to help facilitate employment  
3 opportunities?  
4       Everybody will not be a small business and a  
5 small business on the scale of the program that we're  
6 implementing here. It's just not going to take in the  
7 general public.  
8       What we're looking at doing in our  
9 organization is putting together an academy that will  
10 help educate, make sure people receive all their  
11 certifications that are necessary so that they can be  
12 integrated into possible subcontractors, prime  
13 contractors in a way that would allow more people to  
14 receive employment. How are we reaching out to them  
15 and whatever we can? Do we want to do that?  
16       Thank you for the opportunity to speak to you  
17 tonight.

---

Response to Submission 921 (Cynthia Sterling, San Joaquin Management and Construction Group, LLC, September 20, 2011)

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**921-1**

See MF-Response-SOCIAL-4, MF-Response-SOCIAL-7 and MF-Response-GENERAL-7.

**921-2**

See MF-Response-GENERAL-19.

Submission 888 (Jeff Tahiecian, September 20, 2011)

888-1

4 SPEAKER TAHIECIAN: I'm not sure what I  
5 represent. I believe it's Fresno to Bakersfield. My  
6 name is Jeff Tahiecian; I am a property owner on 5547  
7 North Golden State, here in Fresno. I oppose the High  
8 Speed Rail for the following reasons:

9 It adversely affects my livelihood. It would  
10 cut my current property and facility directly in half.  
11 I founded my business in 1974. I employ 20 people.  
12 Along with planning this facility, an ongoing  
13 development, I have spent 15 years in this property. I  
14 strongly urge this Commission to consider an alternate  
15 plan.

888-2

16 I do believe, ideologically believe in High  
17 Speed Rail. Fiscally, I'm not sure how that works out.  
18 I'm sure there are plenty of people who can figure that  
19 out. I'm here representing my neighborhood on North  
20 Golden State Boulevard, which was developed  
21 approximately 12 years ago. This, I believe, is a  
22 first-class development and it would be a shame to just  
23 uproot, along with everybody else that is affected  
24 through the route of this High Speed Rail.

888-3

25 The question I would like answered at some

Page 31

888-3

1 point is, there are railroad tracks directly across the  
2 street from our properties. And if they are going to  
3 go forward with this project, I would like them to  
4 consider that. It seemed like it would be a logical  
5 alternative and much cheaper than uprooting our  
6 businesses and the enormous cost associated with that.

7 We have other members of our group. I  
8 don't -- I'm not sure if they're here. There is a  
9 lady, my neighbor, her name is Janie Dokes. She has  
10 been very active in this. Unfortunately, due to an  
11 illness she could not be here tonight. She had  
12 mentioned she may be. I hope she is.

13 Thank you for your time and your  
14 consideration.

---

## Response to Submission 888 (Jeff Tahiecian, September 20, 2011)

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**888-1**

See MF-Response-GENERAL-14 and MF-Response-SOCIAL-1.

**888-2**

See MF-Response-GENERAL-9 and MF-Response-GENERAL-18.

**888-3**

See MF-Response-SOCIAL-1 and MF-Response-SOCIAL-4.

Submission 914 (No Name Taylor, September 20, 2011)

914-1

914-2

16           SPEAKER TAYLOR: I'm going to start with a  
17 question. I'm a local farmer. How many of you today  
18 rode Amtrak here? Anybody at this Board? We all came  
19 in cars. And the local area, we haven't pushed a local  
20 damn through in over 42 years.  
21           We need infrastructure. We need jobs. Amtrak  
22 is not the time, place and the Valley can't afford it  
23 right now. And if we're talking about farm ground, we  
24 have a right-of-way right now, the 99. Why don't we  
25 bring it up in the air and run down the 99 corridor

Page 76

914-2

914-3

914-4

1    where the right-of-ways are covered instead of buying  
2    wasted farm grounds and all that.  
3           And first of all, in our area, moving  
4    equipment and stuff, people are going to get killed on  
5    this track. There's no doubt about it. The local  
6    trains and Amtrak kill two or three people a year. Has  
7    anybody thought about that?  
8           So we need jobs, but we need stuff likes dams.  
9    And if we can't push through dams with infrastructure  
10   and environmental through 20 to 30 years, how can this  
11   be pushed through that fast? You know, that's my  
12   biggest question because I'm on the Water Board and we  
13   can't get anything pushed through in California. It's  
14   a big question to me, how is this pushed through?  
15   Usually that means this project is done. In most cases  
16   that's how it works.  
17           So that's my only comment. I think we need to  
18   get it up in the area if you're going to have it, but I  
19   don't think we're ready for it yet. I think we need  
20   dams and infrastructure first before we worry about  
21   High Speed Rail.  
22           Thank you.

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## Response to Submission 914 (No Name Taylor, September 20, 2011)

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**914-1**

See MF-Response-GENERAL-18.

**914-2**

See MF-Response-GENERAL-2.

**914-3**

See MF-Response-S&S-5.

**914-4**

See MF-Response-GENERAL-18.

Submission 854 (Larry Thompson, September 20, 2011)

This transcript was prepared for you by:  
Nisbett Lucas Reporting & Videography

1 The report itself doesn't remove some of these  
2 structural problems, it kind of keeps in place the  
3 opportunities that are not gathered towards these  
4 unprotected communities. The jobs is a great  
5 equalizer, but there needs to be a percentage of jobs  
6 of local hire, but also in terms of set aside with  
7 subcontractors.

8 There needs to be language in the project  
9 agreements that provides for that, but there also needs  
10 to be a mechanism that monitors the progress, but also  
11 monitors enforcement as well. There needs to be a  
12 pipeline for these kind of job opportunities and -- so  
13 that California actually has a program that allows for  
14 a pipeline, for the disadvantage to kind of enter into  
15 these kind of jobs.

16 Lastly, there needs to be an academy that  
17 provides both training and education, both for workers  
18 and for students as well.

19 Thank you.

20 THE FACILITATOR: Thank you. Larry Thompson  
21 and then Rodger Christensen is after that.

22 SPEAKER THOMPSON: My name is Larry Thompson.  
23 I am making a comment on Merced to Fresno. I am the  
24 plant major for a critically important manufacturing  
25 facility, located at 31266 Avenue 12 in Madera.

Page 34

High Speed Rail Public Meeting  
559-222-1200 888-346-5559

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Nisbett Lucas Reporting & Videography

1 My employer and the facility's owner will be  
2 filing on the Draft Environmental Impact Report Draft  
3 Environmental statements before the comment period ends  
4 next month. Our experts and attorneys are currently  
5 reviewing EIR and EIS, concerning the adequacies of the  
6 Environmental Impact Analysis.

7 If either the BNSF Alternate or hyperroutes  
8 are selected, the track will go directly through our  
9 manufacturing facility that I manage. I was not made  
10 aware of this possibility until August 8th, 2011.  
11 Prior to this time no one from the Authority or any  
12 agencies visited the plant, nor did anyone contact me  
13 to see our facility.

14 The economic and social impacts of losing a  
15 business such as ours was addressed in the Draft EIR  
16 EIS. These factors must be addressed concerning the  
17 feasibility of project alternatives. These factors  
18 must also be addressed when considering the potential  
19 significant indirect impacts of the project, including  
20 the possibility of earned light and the abandonment  
21 activities in the area.

22 Before making any decisions on the preferred  
23 route for the High Speed Rail line in the Merced to  
24 Fresno area, the Authority must consider the impacts to  
25 our business. For example, the Authority must consider

Page 35

High Speed Rail Public Meeting  
559-222-1200 888-346-5559

Submission 854 (Larry Thompson, September 20, 2011) - Continued

This transcript was prepared for you by:  
Nisbett Lucas Reporting & Videography

854-2

1 the impacts to our business. For example, the  
2 Authority must consider the number of employees at the  
3 facility that would be affected, the impacts to our  
4 manufacturing process and the customers that depends on  
5 us, the revenue that we would be lost from any  
6 interruption in our facility's production, the other  
7 businesses that could be impacted such as our  
8 suppliers, the value of the manufacturing facility, the  
9 cost and disruption associated with the relocation and  
10 the feasibility of relocating the plant, and the tax  
11 revenue to the State and county that would be lost if  
12 the plant is temporarily closed out of the area or out  
13 of the State.

14 I have 13 employees that will be directly  
15 affected by your decision. Also, there is many local  
16 dairy farmers who use the product we manufacture at the  
17 facility that would also be affected.

18 Finally, our plants uses unique technology and  
19 processes that would be expensive and time consuming to  
20 relocate. These are just some of the factors we ask  
21 you to consider before determining which route is the  
22 most feasible and results in the least impacts. The  
23 High Speed Rail Authority must do a much more extensive  
24 review of the businesses, farms and homes along each of  
25 the alternate routes proposed in the EIR/EIS. Without

Page 36

High Speed Rail Public Meeting  
559-222-1200 888-346-5559

This transcript was prepared for you by:  
Nisbett Lucas Reporting & Videography

854-2

1 this information is it possible to determine the  
2 feasibility of each alternative and the comparative  
3 costs associated with each alternative?  
4 In short, you must know the true and full  
5 impact before proceeding with such costly and disrupted  
6 project.

7 Thank you.

8 THE FACILITATOR: Thank you. Rodger  
9 Christensen.

10 SPEAKER CHRISTENSEN: Hi, my name is Rodger  
11 Christensen. I'm going to talk about the Fresno to  
12 Bakersfield portion. I live in Kingsburg, California  
13 just south of Kingsburg in the Tulare County area. I'm  
14 about 15 miles from the proposed Hanford station and  
15 about two miles from the right away.

16 Our family is four generations of farmers and  
17 we support the High Speed Rail project. I would like  
18 to be able to drive 15 minutes to Hanford and get on a  
19 train to L.A. that will get me there in less than an  
20 hour and a half to Union Station. Many people believe  
21 that Union Station -- don't understand that L.A. today  
22 is not your father's Los Angeles. Going and being  
23 dropped off at Union Station means what? Having your  
24 family come pick you up or taking a \$40 cab ride.

25 I lived in Los Angeles for the last 30

Page 37

High Speed Rail Public Meeting  
559-222-1200 888-346-5559



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## Response to Submission 854 (Larry Thompson, September 20, 2011)

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### **854-1**

See MF-Response-SOCIAL-1. In addition, based upon the comments received as part of the draft EIR/EIS, the design of the Hybrid Alternative, the preferred alternative for the Merced to Fresno section, and the BNSF Alternative has been revised and the buildings associated with the Church and Dwight are no longer impacted.

### **854-2**

See MF-Response-SOCIAL-3.

Submission 920 (No Name Waters, September 20, 2011)

920-1

4           SPEAKER WATERS: Good evening, Board. You're  
5 looking at a very aggravated and damn mad veteran. We  
6 do not have enough money in this State after building a  
7 damned near \$200 million home for the veterans that  
8 can't even get around. The State's broke. And you're  
9 going to spend some 60 something billion dollars on a  
10 damn train we don't need.

11           I'm telling you, I take the Amtrak. I'm an  
12 advocate of the American Legion. And you think you're  
13 going to have problems now, wait until we get 100,000  
14 farmers and the veterans, manager of Sacramento over  
15 this deal.

16           We can't and you can't give us enough money to  
17 open that veteran's home. That's a joke. \$200 million  
18 building sitting on this hill over here and you guys  
19 are thinking of building a train.

20           Now, the second thing, the farmers, someone  
21 has told you -- I don't know from where, from some  
22 environmental communities -- that California's farmers  
23 are dead. That's a crock. The farming communities are  
24 very alive in this State. You're going to pay for that  
25 one I promise you. Very alive. There's thousands and

Page 89

1 thousands in my own company. We used 6,000 workers  
2 this year. You guys are going to run that damn train  
3 right through the farm land. Forget it.

4           We're going to fight this if it's the last  
5 breath I take. I guarantee you. I don't know  
6 what -- where you all are coming from. I travel all  
7 over the world. I have a doctorate in international  
8 relations. I've ridden on those trains in Japan. They  
9 have them in Europe, but in crowded cities.

10           When I go to Sacramento to hear the American  
11 Legion judge advocate, I take the Amtrak. Three cars  
12 and a coffee car. Never ever have I had to wait to  
13 find a seat on one of those three cars. Cost me maybe  
14 40 to 60 bucks, depends on where I'm going, to San  
15 Francisco or Sacramento. And you're going to charge a  
16 hundred bucks. In real life, face it, nobody is going  
17 to pay a hundred bucks to go to Bakersfield or  
18 Sacramento or San Francisco. It's going to cost a  
19 fortune.

20           This State is broke. Wait a while and then  
21 build this thing. We will need it in the future, but  
22 not now, environmentally, you know. Hell, if I have to  
23 raise cane and put it in the fields, I will. But I'm  
24 telling you, we are going to fight this. This is not  
25 right in a State that's broke. And the people are

Page 90

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Submission 920 (No Name Waters, September 20, 2011) - Continued

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1 going to be taxed to death. No way. No way. You're  
2 going to see us in the street, you're going to see us  
3 in Sacramento and you're going to see us in courts.  
4 Thank you.

---

Response to Submission 920 (No Name Waters, September 20, 2011)

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**920-1**

See MF-Response-GENERAL-14.

Submission 887 (Steve Wayte, September 20, 2011)

887-1

13           SPEAKER WAYTE: My name is Steve Wayte. I've  
14 lived in Fresno all my life. I helped find the Central  
15 Valley Tea Party and I hate to be the first one to pee  
16 in the punch bowl, but here I go.

17           When I started my tea party boot camp radio  
18 show on May -- and the very first guest I had on was  
19 Randall O'Toole. And Randall is an expert with the  
20 Cato Institute.

21           A typical flight in the United States  
22 currently is federally subsidized 13 cents per  
23 passenger mile. The High Speed Rail Authority, I  
24 believe, is claiming a ridership of approximately 90  
25 million annually. Yet, Amtrak last year celebrated

Page 29

887-1

1 it's highest rates of travel at 20 million passengers  
2 nationally. The Boston to Washington quarter alone is  
3 subsidized 75 cents per passenger mile.

4           So a High Speed Rail, if we just take these  
5 numbers that aren't High Speed Rail, that are just  
6 Amtrak, and take 75 cents per passenger mile, a hundred  
7 mile trip is going to be federally subsidized or stay  
8 subsidized to the tune of \$75 one way.

9           In China, currently they have a \$400 billion  
10 High Speed Rail Project that has been shut down due to  
11 corruption cost overruns and poor workmanship and  
12 materials. Because the steel that they used was  
13 such -- so poorly constructed that the High Speed Rail  
14 will never be able to reach the speeds obtainable they  
15 were wanting.

16           So I hate to be the one that says ICWA has no  
17 (inaudible), but this is economically unviable. And we  
18 are going to spend far more than the cost overruns.  
19 When this whole thing gets done, built within my  
20 lifetime, I'm guessing it's going to be a \$500 billion  
21 project.

22           And we can create jobs just by digging holes  
23 and refilling them with dirt. And that would actually  
24 be better for the taxpayers of America, because after  
25 you fill them with dirt it doesn't cost anything after

Page 30

Submission 887 (Steve Wayte, September 20, 2011) - Continued

887-1 |

- 1 the fact.
- 2 Thank you.

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Response to Submission 887 (Steve Wayte, September 20, 2011)

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**887-1**

MF-Response-GENERAL-14.

Submission 1084 (Unknown Wilkins, September 20, 2011)

1084-1

8           SPEAKER WILKINS: I'm here to speak for a lot  
9 of people that are here with the tea party; I'm also  
10 here to speak with a lot of people that can't speak for  
11 themselves. And part of our problem with this State is  
12 we haven't built a damn in 40 years. And people that  
13 can't speak for themselves are not people, but the  
14 things that can't speak for themselves. The burrowing  
15 owl and San Joaquin favorite, the salmon.

16           These are all things that have stopped growth  
17 and productivity in this State because they stopped  
18 projects, dams, infrastructure. I don't see any  
19 difference with the High Speed Rail. Those will come  
20 into contention because there's -- there's  
21 nothing -- that amount of land can draw that kind of  
22 attention in lawsuits that will stop this project and  
23 lack of money will stop this project. So I don't see  
24 it coming out with a happy ending. That's all I have  
25 to say.

Page 86



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Response to Submission 1084 (Unknown Wilkins, September 20, 2011)

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**1084-1**

See MF-Response-GENERAL-14.

Submission 895 (Allison Williams, Fresno County Housing Authority, September 20, 2011)

25                   SPEAKER WILLIAMS: Hi. My name is Allison  
Page 44

895-1

1 Williams. I'm the chief planning and developmental  
2 officer for the Housing Authority for the City, County  
3 of Fresno. I'm speaking on behalf of both segments of  
4 the rail. It's an honor to speak with you today. I'm  
5 exited about the opportunity before us.  
6                   I would like to comment on the article from  
7 last week where the Federal Rail Authority challenged  
8 the local High Speed Rail Authority -- not local, the  
9 High Speed Rail Authority to achieve the 30 percent  
10 minority participation level for the High Speed Rail.  
11                  This is an important factor for many reasons.  
12 Given our statistics that you've heard on chronic  
13 poverty and persistent poverty and marginal wage  
14 progression. There's a great need for the jobs that  
15 the rail project would create because minorities tend  
16 to hire minorities. It's imperative that minority  
17 contractors be involved in this endeavor, not only to  
18 meet federal mandates, but help us move the need along  
19 poverty, which will transform this nation through the  
20 living wage jobs.  
21                  The Housing Authority, at the Housing  
22 Authority we house 50,000 low and moderate income  
23 family and people, about 18,000 families, through our  
24 Section 8 and through 60 -- within 60 residential  
25 communities. Many of them are job-seeking individuals  
Page 45

Submission 895 (Allison Williams, Fresno County Housing Authority, September 20, 2011) - Continued

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895-1

1 looking for opportunities that projects like the rail  
2 would provide.

3           We are working to create a framework to  
4 encourage and support minority participation. We are  
5 working to identify, assess, provide developmental and  
6 technical assistance to qualify and certify small  
7 minority and businesses through and in this region.  
8 This will insure that the contractors will be able to  
9 navigate what is possible and secure their execution.  
10 For High Speed Rail we will need an auditing function  
11 to insure subcontractor engagement and also insure  
12 compliance with regard to minority hiring.

13           Thank you for your leadership and partnership.  
14 And we look forward to the hard work that lies ahead.

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Response to Submission 895 (Allison Williams, Fresno County Housing Authority, September 20, 2011)

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895-1

See MF-Response-GENERAL-19.

Submission 901 (Tim Woods, Fresno City College, September 20, 2011)

19           SPEAKER WOODS: Good afternoon. I'm  
20 Dr. Tim Woods, Dean of Business at Fresno City College  
21 and representing State Senator Community College  
22 District.  
23           I heard several exceptional points made about  
24 High Speed Rail. I want to share with you, also, some  
25 exciting things that are already happening. The

Page 56

901-1

1 district has established a task force specifically  
2 designed for the regional valley. We serve over 36,000  
3 students in the district. And one of the things that  
4 we have been working on, as institutions, is bridging  
5 the gap between foundational skills to technical  
6 training to pre-engineering pathways.  
7           And so already we've established several brand  
8 initiatives that were putting them together that  
9 focuses on collaborating in a manner we've never done  
10 before. Right now, the Irvine Foundation, we are  
11 putting together a grant that gets faculty at the CSU  
12 to create a pathway of coordinated or aligned  
13 curriculum.  
14           We've recently submitted a grant for an  
15 industry regional collaborative and the notion would be  
16 working with the Work Force Investment Board, the  
17 educational partners throughout the Central Valley, to  
18 really develop a coordinated effort in bridging the gap  
19 between high skilled to technical job work force  
20 opportunities.  
21           And finally, right now being crafted with the  
22 Maneta Institute, the chancellor's office are putting  
23 together a formal proposal for the Authority.  
24 Basically developing the long-term education plan. So  
25 we both have the existence of an existing ready work

Page 57

Submission 901 (Tim Woods, Fresno City College, September 20, 2011) - Continued

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901-1

1 force, but we are also looking at the long term,  
2 developing and bridging the gap for our mass population  
3 to give opportunities down the line.  
4       So thank you for the very important work that  
5 you're doing.

---

Response to Submission 901 (Tim Woods, Fresno City College, September 20, 2011)

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**901-1**

See MF-Response-GENERAL-9 and MF-Response-GENERAL-19.

Submission 899 (Jose Valon Zuela, Iron Workers #155, September 20, 2011)

899-1

7           SPEAKER VALON ZUELA: Good afternoon. My name  
8 is Jose Valon Zuela. I just want to thank you guys,  
9 first of all, for taking the time to allow our voices  
10 to be heard.  
11           I represent the Iron Workers 155 here, out of  
12 Fresno, California; and I can't tell you how many  
13 members we have that are sitting at home right now just  
14 anticipating a project such as this to come our way.  
15 We're waiting for it. We're sitting around waiting for  
16 it, literally, because there isn't any other big jobs  
17 that are allowing us to go to work.  
18           We have a lot of members that are out of work  
19 right now. This will bring so many jobs to the Valley,  
20 the Central Valley, not just for our workers, but  
21 carpenters, electricians, plumbers, painters, framers;  
22 everyone, all the trades. It will put everyone to  
23 work. It will help the economy immensely.  
24           I mean, we can't thank you enough for bringing  
25 something like this to our Valley. And I just want to

Page 53

899-1

1 tell you guys that, you know, you guys are doing a  
2 great thing here. Don't allow yourselves to be  
3 derailed from this project. Okay? Because  
4 they'll -- the needs of few do need to be addressed.  
5           And I sympathize for the few that will be  
6 impacted in a negative way. The needs of many will be  
7 met and there are many that need this project to move  
8 forward. And so having said that, you got to keep in  
9 mind that you can please some of the people some of the  
10 time -- all of the people, but you cannot please all of  
11 the people all of the time. There are some that are  
12 going to be disappointed by this project moving  
13 forward. But there are a great greater number that are  
14 going to be impacted in a positive way.  
15           You're going to put so many new families to  
16 work, so many families will have what they need; not  
17 want, but literally need to have. And this project  
18 right here is going to allow that and make that  
19 possible for us.  
20           And I just, you know, I want to say thank you  
21 guys. And you guys are going to leave an everlasting  
22 mark in history of the Central Valley if this project  
23 does go forward and get it done. Nobody is going to  
24 forget who you guys are and it's going to catapult us  
25 into the future. So thank you guys for taking the time

Page 54



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Submission 899 (Jose Valon Zuela, Iron Workers #155, September 20, 2011) - Continued

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899-1

1 to allow our voices to be heard.

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Response to Submission 899 (Jose Valon Zuela, Iron Workers #155, September 20, 2011)

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**899-1**

See MF-Response-GENERAL-9.

Submission 919 (No Name Zwicked, September 20, 2011)

919-1

3           SPEAKER ZWICKED: Yes. Hello, everyone. I  
4 don't want to pretend to be any expert in rail, but I'm  
5 a transplant from New York, Long Island.  
6           And some of us might have heard of the Long  
7 Island Railroad, which is a busy commuter railroad.  
8 Literally trying to get out to that train can be very  
9 difficult during rush hour morning and evening traffic  
10 and for extended periods before and after. There are  
11 no seats. It's standing room only. And the Long  
12 Island Railroad is commuter railroad that goes from  
13 east of Long Island into Penn Station in New York City  
14 with a large following all the time. And even with all  
15 of that, it can't pay for itself.  
16           I can't understand how rail here, in  
17 California, especially in this Central Valley, is going  
18 to do anything.  
19           Now, regarding -- you're talking about Amtrak  
20 versus High Speed Rail and using the new tracks for  
21 Amtrak, prior to my moving to Fresno I was living with  
22 my sister out in Madera. And Madera has a little  
23 station -- I mean little station out in the country,  
24 which did provide service for people that needed to get  
25 there and it brought people there, people up from

Page 87

919-1

1 there. And using the High Speed Rail alignment would  
2 eliminate many sections from small towns and cut down  
3 on service.

919-2

4           Now, talking about environmental impact, I  
5 think sometime last year the Fresno Bee had an article  
6 talking about the station in Fresno and talking about  
7 the projected volume. It said that it would need a  
8 parking lot as big, if not bigger than the parking lot  
9 at Yosemite Airport. And I haven't seen any plans, you  
10 know, for this parking lot. Again, at the  
11 expense -- picking up lots of room. And in the  
12 downtown area it certainly should be more conducive to  
13 businesses and residents.

919-3

14           And lastly, I don't know exactly what the  
15 fares are, but when I've seen things talking about 100,  
16 \$150 each way. I know if I had to spend \$100 each way  
17 going into Los Angeles or San Francisco -- well, I  
18 don't know about anybody else, I don't go to Los  
19 Angeles or San Francisco. I'm going some place. I  
20 might want to go to a sports stadium or Disney World or  
21 hotel for a convention meeting, and to take the  
22 train -- first to park some place here in Fresno, then  
23 take the train to a station some place where I have to  
24 then find local transportations where I want to go --

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Submission 919 (No Name Zwicked, September 20, 2011) - Continued

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1           SPEAKER ZWICKED: -- that's not going to  
2   happen. Thank you, very much for your time.

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## Response to Submission 919 (No Name Zwicked, September 20, 2011)

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### **919-1**

See MF-Response-GENERAL-12.

### **919-2**

See MF-Response-TRAFFIC-5. Preliminary plans for parking around the Fresno station are included in Volume III: Section M - Station Plans. How parking would be developed over time to balance the need to provide parking for HST passengers with the Authority's desires for transit oriented development around the station are discussed in Sections 2.5.3 and 3.2.5.3.

### **919-3**

See MF-Response-GENERAL-14.

While ticket fares would not be determined until the high-speed trains (HST) are ready for service some years from now, these fares will likely be dependent upon a number of factors, including gasoline prices and airfare costs at the time of operation. The November 2011 Draft 2012 Business Plan employs a scenario of fares being set at 83% of anticipated airline fares. This illustrates the strategy of HST systems worldwide to set fares that are competitive to those of airlines serving the same market. The ticket pricing structure is expected to be similar to that of an airline, with different classes of ticket as well as different price points depending upon the time and day of travel, how long travel is purchased before departure date, how many stops the train makes, etc.

Submission 408 (Jonathan Zwickel, September 20, 2011)



CALIFORNIA  
High-Speed Rail Authority

Comment Card  
Tarjeta de Comentarios

**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)  
**Public Hearings**  
**September 2011**

**La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**  
Proyecto de Informe de Impacto Ambiental/  
Declaración de Impacto Ambiental (EIR/EIS)  
**Audiencias Públicas**  
**Septiembre del 2011**

Please submit your completed comment card at the end of the meeting, or mail to:

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

**Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814**

The comment period is from Aug 28, 2011. Comments must be received postmarked, on or before September 13, 2011.

Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:  
**August 15-October 13**

El periodo de comentarios es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 13 de Octubre del 2011.

Name/Nombre: Jonathan Zwickel  
Organization/Organización: \_\_\_\_\_  
Address/Domicilio: 1717 E. Bullard Ave #208 Fresno 93712  
Phone Number/Número de Teléfono: 559-446-1989  
City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno CA 93712  
E-mail Address/Correo Electrónico: jonathanika38@sbcglobal.net  
(Use additional pages if needed/Usar paginas adicionales si es necesario)

408-1

I am concerned about losing Fresno access from Route 99. This will adversely impact local traffic causing additional traffic and additional pollution.



CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
Federal Railroad  
Administration

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## Response to Submission 408 (Jonathan Zwickel, September 20, 2011)

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### **408-1**

The ramp closures were assessed as part of the traffic analysis. Also, per discussion with Caltrans at the December 1, 2011 meeting, the City is generally in agreement with these closures.

Submission 397 (Jonathan Zwickel, September 20, 2011)



**CALIFORNIA**  
High-Speed Rail Authority

Comment Card  
Tarjeta de Comentarios

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Name/Nombre: Jonathan Zwickel

Organization/Organización: \_\_\_\_\_

Address/Domicilio: 1717 E. Bullard Ave #208

Phone Number/Número de Teléfono: 559-446-1989

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E-mail Address/Correo Electrónico: jonathan1238@sbcglobal.net

(Use additional pages if needed/Usar paginas adicionales si es necesario)

397-1

YES - RAIL can reduce vehicular traffic  
and congestion and pollution  
But not passenger RAIL - high speed or otherwise  
If RAIL projects are about reducing  
vehicular traffic + congestion + pollution on our  
highways  
Improve + promote FREIGHT rail + terminals  
and many 1000's of HEAVY duty trucks can and  
will have their tractors transported by RAIL  
RAIL freight will reduce traffic + congestion  
RAIL freight will pay for itself



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Response to Submission 397 (Jonathan Zwickel, September 20, 2011)

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**397-1**

See MF-Response-AQ-3.